

The listing of the claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (currently amended): A drive train, with a selection device (4) for the selection of driving mode ranges of an automated manual transmission or of an automatic transmission for a motor vehicle, ~~characterized in that~~ wherein the selection device (4) is arranged on the steering wheel (1) of the motor vehicle, and an actuation of the selection device (4) for selecting the driving mode range takes place by means of a rotational movement about a steering wheel rim (3) of the steering wheel (1).

Claim 2 (currently amended): The drive train with a selection device (4) as claimed in claim 1, ~~characterized in that~~ wherein, in addition to the presetting of the driving mode range, the selection device (4) also serves for selecting a gear and/or a shift program.

Claim 3 (currently amended): The drive train with a selection device (4) as claimed in claim 1 ~~or 2, characterized in that~~ wherein an actuation of the selection device (4) takes place

additionally by means of displacement along the steering wheel rim (3).

Claim 4 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 3~~, ~~characterized in that~~ wherein the selection device (4) has a plurality of stable positions.

Claim 5 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 3~~, ~~characterized in that~~ wherein the selection device (4) has two unstable outer or shift positions and at least one stable middle position.

Claim 6 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 3~~, ~~characterized in that~~ wherein the selection device (4) is designed as a combination of a latching switch and push button.

Claim 7 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 6~~, ~~characterized in that~~ wherein the selection device (4) is designed, in the direction rotationally about the steering wheel rim (3), with a plurality of stable positions and, in the

direction along the steering wheel rim (3), with two unstable outer or shift positions and at least one stable middle position.

Claim 8 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 7,~~ ~~characterized in that~~ wherein the selection of the driving mode range takes place by means of a rotational movement about the steering wheel rim (3) and the selection of a gear or of a shift program takes place by means of the displacement of the selection device (4) along the steering wheel rim (3).

Claim 9 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 8,~~ ~~characterized in that~~ wherein the selection device (4) is designed as a one-part or two-part ring.

Claim 10 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 9,~~ ~~characterized in that~~ wherein the ring or each part of the ring has a marking, a nose or a notch (7).

Claim 11 (currently amended): The drive train with a selection device (4) as claimed in claim 10, ~~characterized in that~~ wherein, in the case of a specific gear, shift program or

driving mode range, the marking, nose or notch (7) points to a corresponding symbol (8a-c) printed onto the steering wheel rim (3) or embossed into the steering wheel rim (3) or causes such a symbol (8a-c) to become visible.

Claim 12 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 11,~~ ~~characterized in that~~ wherein the selection device (4) can be displaced along the steering wheel rim (3) into a position most favorable for the specific driver's grip.

Claim 13 (currently amended): The drive train with a selection device (4) as claimed in claim 12, ~~characterized in that~~ wherein the displacement of the selection device (4) along the steering wheel rim (3) is possible only with somewhat greater effort or only after the release of a lock.

Claim 14 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 13,~~ ~~characterized in that~~ wherein, in a neutral or middle position, the contour or cross section of the selection device (4) corresponds largely to the contour or cross section of the adjacent steering wheel rim (3) and deviates from this in another position.

Claim 15 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 14,~~ ~~characterized in that~~ wherein the selection of gears, shift programs or driving mode ranges takes place by means of a combination of the selection device (4) and shift or selection buttons (9) on the steering wheel (1) or a conventional selector lever.

Claim 16 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 15,~~ ~~characterized in that~~ wherein the selection device (4) is connected to following actuators in the transmission for signal transfer by means of electrical connecting lines which run in the steering wheel (1).

Claim 17 (currently amended): The drive train with a selection device (4) as claimed in claim 16, ~~characterized in that~~ wherein signal transfer between the selection device (4) and the following actuators takes place by means of radio signals.

Claim 18 (currently amended): The drive train with a selection device (4) as claimed in ~~one of claims 1 to 17,~~ ~~characterized in that~~ wherein the selection device (4) can be shifted out of a parking position into a driving mode range only when the motor vehicle is at rest.